



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: May 4, 1988
AGENDA TITLE: Truck Route Environmental Impact Report - Discussion and Appropriate Action

RECOMMENDED ACTION: That the City Council place this item on the Council agenda for May 18, 1988 for discussion and to receive public input.

BACKGROUND INFORMATION: At its October 21, 1987 meeting, the Council directed staff to take the necessary steps toward preparation of an Environmental Impact Report (EIR) on the establishment of truck routes within the City of Lodi. This was done as part of the discussions concerning the new Traffic Ordinance and regulation of commercial vehicles.

One of the citywide problems that was to be addressed in the new ordinance was that of truck parking in residential areas. At the time the ordinance was drafted (early 1987), the most effective way to prohibit truck parking in residential areas was to restrict their travel.

Cities can restrict travel of commercial vehicles through the establishment of weight limits. This is usually done in one of two ways:

- 1) Weight Limits on Selected Streets - This is the approach used in Lodi. Weight limits have been set on two streets (East Tokay Street and Holly Drive). This method requires signs on each street.
- 2) Weight Limits on All Streets Except Selected Streets (Truck Routes) - This approach was suggested in the new Traffic Ordinance but was not adopted due to controversy over the status of Turner Road. Under this method, signs are posted on the truck routes only. Advantages include:
 - ° Reduced signing
 - ° Clearer message to truck drivers
 - ° Better control in all residential areas, not just streets with weight limit as in 1)
 - ° Controls off-street parking in residential areas
 - ° Slight reduction in street wear by putting trucks on streets that are designed for truck loading.

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

CTRUCK/TXTW.02M

April 27, 1988

The controversy over establishing Turner Road as a truck route included both pro and con arguments with supporting fetters. Trucking industry representatives wanted the truck route, and area residents wanted a weight limit that would substantially reduce truck traffic. The City was placed in a position where either action would need an EIR.

Staff contacted Jones and Stokes, the firm preparing the City-wide General Plan update, and TJKM, the traffic firm doing the Street Plaster Plan as part of the General Plan. The EIR would be prepared by Jones and Stokes using the traffic data generated by TJKM. Their proposals for preparing the truck route EIR are attached. The cost of the project is:

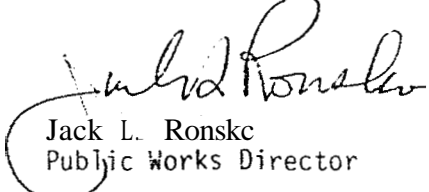
Jones & Stokes EIR	523,500
TJKM	13,500
City work (approximate)	<u>5,000</u>
Total	\$42,500

In spite of the advantages provided by establishment of truck routes, staff has some reservations about going ahead with the EIR. They are:

- 1) The environmental impacts will be vague and inconclusive. Based on our knowledge of traffic volumes and noise/air quality analyses, it is very likely there will be no firm statements that will be of use in decision making.
- 2) It is impractical to prohibit trucks on Turner Road. Given the street network and location of Turner Road and the businesses/industries located on or near Turner Road, a complete prohibition of trucks (even excepting deliveries on Turner itself) will be impractical, unenforceable, and ill-advised.
- 3) Even if some environmental impacts due to establishing Turner Road as a truck route can be identified, there are no practical-mitigating measures and Council can make a finding of overriding considerations and establish the route anyway.
- 4) A compromise solution for Turner Road such as prohibiting 1-5 to Highway 99 trucks could be reached without the expense of an EIR.
- 5) The money could be much better spent elsewhere such as a traffic signal on Turner at California Street.

In January 1988, a new State law went into effect allowing Cities to restrict **truck** parking in residentially zoned areas. The City's new ordinance makes this effective in Lodi. Thus, the primary reason truck routes were even considered no longer applies.

Therefore, it is staff's recommendation that no action be taken on proceeding with a truck route EIR.



Jack L. Ronske
Public Works Director

JLR/RCP/ma



James B. Schroeder
Community Development Director

cc: Attached Mailing List
Jones & Stokes Associates
TJKM Transportation Consultants

YAILING LIST
TRUCK ROUTE STUDY

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Police Chief
Community Development Director
Street Superintendent

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Caltrans - District 10
Attention: Dana Cowell
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Stockton, CA 95201

Lodi Chamber of Commerce
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Lodi, CA 95240

Lodi **News** Sentinel
125 N. Church Street
Lodi, CA 95240

Stockton Record
530 E. Market Street
Stockton, &A 95202

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Stockton, CA 95207

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1017 W. Turner Road
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Lodi, CA 95240

Alegre Trucking, Inc.
803 N. Cluff Avenue
Lodi, CA 95240

Robert's Petroleum Service
930 E. Victor Road
Lodi, CA 95240

JSG Trucking Co., Inc.
19400 North Highway 99
Acampo, CA 55220

Claude C. **Wood** Company
P.O. Box 599
Lodi, CA 95241

Les Calkins Trucking
19501 North Highway 99
Acampo, CA 95220

General Mills, Inc.
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April 29, 1988

city Hall
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Lodi, CA 95240

APR 26 '88
City Manager's Office

To whom It may Concern:

In recent months the Lodi News Sentinel had an article discussing the boundary lines for the truck route in the Lodi area. To my knowledge they were listed as Kettleman Lane, Cherokee Lane, Turner Road, Lower Sacramento Road and Lodi Avenue.

The article discussed changing Turner Road from a truck route to no longer a truck route. Since this controversy, many trucks are now using Mills Avenue as a truck route. Myself and the residents of this area (Mills Avenue) are requesting a NO TRUCK ROUTE sign posted at the Corner of Lodi Avenue and Mills Avenue.

Thank you for your attention in this matter.

Sincerely

Residents on Mills Ave.

Virginia Mittliden

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